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June 22, 2006

TO: Members of the MAG Air Quality Technical Advisory Committee

FROM: Stephen S. Cleveland, Goodyear City Manager, Chairman

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Thursday, June 29, 2006 - 1:30 p.m.
MAG Office, Suite 200 - Saguaro Room
302 North 1st Avenue, Phoenix

Please park in the garage under the Compass Bank Building. Bring your ticket to the meeting; parking will be validated. For those using transit, the Regional Public Transportation Authority will provide transit tickets for your trip. For those using bicycles, please lock your bicycle in the bike rack in the garage.

Pursuant to Title II of the Americans with Disabilities Act (ADA), MAG does not discriminate on the basis of disability in admissions to or participation in its public meetings. Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting Ann Wimmer at the MAG office. Requests should be made as early as possible to allow time to arrange the accommodation.

Members of the MAG Air Quality Technical Advisory Committee may attend in person, via videoconference or by telephone conference call. Those attending by videoconference must notify the MAG site three business days prior to the meeting. Those attending by telephone conference call are requested to call (602) 261-7510 between 1:25 p.m. and 1:30 p.m. on the date of the meeting. After the prompt, please enter the meeting ID number 27822 (on your telephone key pad) followed by the pound key. If you have a problem or require assistance, dial 0 after calling the number above.

Please be advised that under procedures approved by the MAG Regional Council, all MAG committees need to have a quorum to conduct the meeting. A quorum is a simple majority of the membership. If you are unable to attend the meeting, please make arrangements for a proxy from your entity to represent you.

A Voluntary Association of Local Governments in Maricopa County

City of Apache Junction ▲ City of Avondale ▲ Town of Buckeye ▲ Town of Carefree ▲ Town of Cave Creek ▲ City of Chandler ▲ City of El Mirage ▲ Fort McDowell Yavapai Nation ▲ Town of Fountain Hills ▲ Town of Gila Bend
Gila River Indian Community ▲ Town of Gilbert ▲ City of Glendale ▲ City of Goodyear ▲ Town of Guadalupe ▲ City of Litchfield Park ▲ Maricopa County ▲ City of Mesa ▲ Town of Paradise Valley ▲ City of Peoria ▲ City of Phoenix
Town of Queen Creek ▲ Salt River Pima-Maricopa Indian Community ▲ City of Scottsdale ▲ City of Surprise ▲ City of Tempe ▲ City of Tolleson ▲ Town of Wickenburg ▲ Town of Youngtown ▲ Arizona Department of Transportation

TENTATIVE AGENDA

COMMITTEE ACTION REQUESTED

1. Call to Order

2. Call to the Audience

An opportunity will be provided to members of the public to address the Air Quality Technical Advisory Committee on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Members of the public will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Air Quality Technical Committee requests an exception to this limit. Please note that those wishing to comment on action agenda items will be given an opportunity at the time the item is heard.

3. Approval of the May 23, 2006 Meeting Minutes

4. Draft 2006 MAG Conformity Analysis for the Draft FY 2007-2011 MAG Transportation Improvement Program and Draft Regional Transportation Plan - 2006 Update

The Draft 2006 Conformity Analysis concludes that the FY 2007-2011 MAG Transportation Improvement Plan (TIP) and Draft Regional Transportation Plan - 2006 Update meet all applicable federal conformity requirements and are in conformance with the applicable air quality plans. Following a 30-day public review and comment period, a public hearing was conducted on June 15, 2006 on the Draft TIP, Regional Transportation Plan - 2006 Update and Conformity Analysis. No public comments were received. Please refer to the enclosed material.

2. For information.

3. Review and approve the May 23, 2006 meeting minutes.

4. Recommend approval of the Draft 2006 MAG Conformity Analysis for the Draft FY 2007-2011 MAG Transportation Improvement Program and Draft Regional Transportation Plan - 2006 Update.

5. Update on CMAQ Projects for the Federal FY 2006 Interim Year End Closeout

On May 23, 2006, the MAG Air Quality Technical Advisory Committee made a recommendation to forward the evaluation of proposed Congestion Mitigation and Air Quality Improvement Projects submitted for Federal FY 2006 Interim Year End Closeout to the Transportation Review Committee for their use in prioritizing projects. The Air Quality Technical Advisory Committee also recommended a priority ranking for the air quality projects.

On May 25, 2006, the Transportation Review Committee made a recommendation which was unanimously endorsed by the MAG Management Committee. The MAG Regional Council is scheduled to take action on June 28, 2006. An update will be given.

6. Particulate Pollution Update

In 2006, the region has continued to experience exceedances of the twenty-four hour PM-10 standards. The Maricopa County Air Quality Department has been closely tracking the monitoring data and promptly dispatching enforcement teams if monitors begin to show elevated readings. An update will be given on the PM-10 monitoring data, observations made by the County, and enforcement actions.

7. Call for Future Agenda Items

The next meeting of the Committee has been tentatively scheduled for **Thursday, July 27, 2006 at 1:30 p.m.** The Chairman will invite the Committee members to suggest future agenda items.

5. For information and discussion.

6. For information and discussion.

7. For information and discussion.

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
AIR QUALITY TECHNICAL ADVISORY COMMITTEE MEETING

Tuesday, May 23, 2006
MAG Office
Phoenix, Arizona

MEMBERS PRESENT

Stephen Cleveland, City of Goodyear, Chairman
Avondale: Michael Powell
Buckeye: Lucky Roberts
#Chandler: Jim Weiss
*Gilbert: Tami Ryall
Glendale: Doug Kukino
Mesa: Scott Bouchie
Phoenix: Gaye Knight
#Scottsdale: Larry Person
Surprise: Antonio DeLaCruz
Tempe: Oddvar Tveit
*Citizen Representative: Walter Bouchard
*American Lung Association of Arizona: Bill Pfeifer
#Salt River Project: Sunil Varma
*Southwest Gas Corporation: Brian O'Donnell
*Arizona Public Service Company: Jim Mikula
#Western States Petroleum Association: Gina Grey
Valley Metro: Randi Alcott
*Arizona Motor Transport Association: Dave Berry
*Maricopa County Farm Bureau: Jeannette Fish
Arizona Rock Products Association: Steve
Trussell for Russell Bowers
*Greater Phoenix Chamber of Commerce: Michelle
Rill

*Associated General Contractors: Amanda
McGennis
Homebuilders Association of Central Arizona:
Spencer Kamps for Connie Wilhelm-Garcia
*American Institute of Architects - Central Arizona:
Stephen J. Andros
*Valley Forward: Mannie Carpenter
University of Arizona - Cooperative Extension:
Patrick Clay
Arizona Department of Transportation: Beverly
Chenausky
Arizona Department of Environmental Quality:
Peter Hyde
Environmental Protection Agency: Wienke Tax
Maricopa County Air Quality Department: Dena
Konopka for Jo Crumbaker
#Arizona Department of Weights and Measures:
Steve Meissner for Duane Yantorno
Federal Highway Administration: Ed Stillings
*Arizona State University: Judi Nelson
#Salt River Pima-Maricopa Indian Community:
Christella Armijo for B. Bobby Ramirez
*David Rueckert, Citizen Representative

*Members neither present nor represented by proxy.
#Participated via telephone conference call.
+Participated via video conference call.

OTHERS PRESENT

Lindy Bauer, Maricopa Association of Governments
Cathy Arthur, Maricopa Association of
Governments
Dean Giles, Maricopa Association of Governments
Julie Hoffman, Maricopa Association of
Governments

Ranjith Dandanayakula, Maricopa Association of
Governments
Bill Buck, Arizona Auto Hobbyist
Michael Salisbury, Town of Buckeye
Shane Kiesow, City of Apache Junction

1. Call to Order

A meeting of the MAG Air Quality Technical Advisory Committee was conducted on May 23, 2006. Stephen Cleveland, City of Goodyear, Chairman, called the meeting to order at approximately 1:35 p.m. Larry Person, City of Scottsdale; Steve Meissner, Arizona Department of Weights and Measures; Jim Weiss, City of Chandler; Sunil Varma, Salt River Project; Gina Grey, Western States Petroleum Association; and Christella Armijo, Salt River Pima-Maricopa Indian Community, attended the meeting via telephone conference call.

2. Call to the Audience

Mr. Cleveland stated that, according to the MAG public comment process, members of the audience who wish to speak are requested to fill out comment cards, which are available on the table adjacent to the doorway inside the meeting room. Citizens are asked not to exceed a three minute time period for their comments. Public comment is provided at the beginning of the meeting for nonagenda items and nonaction agenda items. Mr. Cleveland noted that no public comment cards had been received.

3. Approval of the April 27, 2006 Meeting Minutes

The Committee reviewed the minutes from the April 27, 2006 meeting. Wienke Tax, Environmental Protection Agency, inquired about a statement made under agenda item #8, Tentative MAG Air Quality Project Schedule for 2006 and 2007, regarding the 8-hour ozone monitoring data and attainment year. Lindy Bauer, Maricopa Association of Governments, replied that 2005 was the first year the region reported no violating monitors when looking at the three year average of 2003, 2004, and 2005. The region will need three years from the 2009 attainment date. Ms. Tax commented on the monitoring data for 2003, 2004, and 2005. Ms. Bauer stated that the region will need to continue the monitoring data trend to be deemed attainment by 2009.

Oddvar Tveit, City of Tempe, moved and Scott Bouchie, City of Mesa, seconded and the motion to approve the April 27, 2006 meeting minutes carried unanimously.

7. Funding Needed for Transportation Control Measures in Air Quality Plans

This agenda item was taken out of order.

Ms. Bauer gave an update on the request to the Legislature to provide funding for some of the transportation control measures previously funded by the Arizona Department of Environmental Quality (ADEQ). She mentioned that SB 1563, with companion bill HB 2863, included \$948,000 for the Maricopa County Trip Reduction Program for next year. In addition to the funding previously received by ADEQ, the Maricopa County Voluntary Vehicle Repair and Retrofit Program receives funding from diesel registration fees. Ms. Bauer stated that according to Legislative staff, \$1.2 million is available to be allocated to the Vehicle Repair and Retrofit Program which should be sufficient to cover the Program. The Legislative staff did note that the fund for this Program is shrinking since revenues are approximately \$800,000 per year and expenses are about \$1 million per year. Ms. Bauer stated that the appropriation of the \$948,000 for the Trip Reduction Program is out of the General Fund this year and the Legislature will look for a permanent source of funding for both programs next year.

Mr. Cleveland recognized public comment from Bill Buck, Arizona Auto Hobbyist, who expressed concern about the lack of funding for the Maricopa County Voluntary Vehicle Repair and Retrofit Program. He inquired about the \$1.2 million allocated to the Program. Ms. Bauer replied that A.R.S. 49-551 discusses the diesel registration fee and that those fees go towards the Vehicle Repair and Retrofit Program. She stated that Legislative staff has indicated that \$1.2 million is currently available for the Program. Mr. Buck asked about the shrinking fund. Ms. Bauer replied that with revenues of \$800,000 per year and expenses of \$1 million per year, a more stable source of funding is needed for the Program. Mr. Buck inquired if there is any problem with continuing the Program. Ms. Bauer responded that according to Legislative staff, the Program is fine for now. As with the Trip Reduction Program, it is our understanding that the Legislature next session will address more stable, permanent sources of funding. Mr. Buck stated that the Maricopa County Voluntary Vehicle Repair and Retrofit Program is a model program with the lowest cost of pollution reduction in the United States. He expressed strong support for the Program.

4. Evaluation of Proposed CMAQ Projects for the Federal FY 2006 Interim Year End Closeout

Dean Giles, Maricopa Association of Governments, gave a presentation on the evaluation of proposed Congestion Mitigation and Air Quality Improvement (CMAQ) projects for Federal FY 2006 Interim Year End Closeout. He indicated that the deadline for submitting projects was April 28, 2006 and 20 projects were evaluated. Mr. Giles noted that in order for the CMAQ funds to be obligated by the end of FY 2006, the project should be well underway in the Federal Project Development Process and be in the position to bid by the end of FY 2006. He stated that the amount available for funding FY 2006 closeout projects has been revised to \$3.5 million. Mr. Giles added that the amount of CMAQ requested has exceeded the amount available. He indicated that the evaluation used the latest CMAQ methodologies, dated August 15, 2005, and was distributed for interagency consultation.

Mr. Giles stated that Attachment A contains the results of the project evaluation with the estimated emission reductions in terms of total organic gases, nitrogen oxides, and PM-10. The projects are listed in order of cost-effectiveness based on total CMAQ cost. Mr. Giles stated that on February 8, 2006, the MAG Management Committee heard a request for adding the paved dirt road projects to the MAG Transportation Improvement Program. At that time, the City of Phoenix encouraged MAG to target CMAQ funding on projects with the highest impact on particulate pollution. With that in mind, the projects that reduce PM-10 the most include: purchasing remaining FY 2006 PM-10 certified street sweepers, the Fort McDowell-Yavapai Nation pre-design and design of dirt road paving, and the two Valley Metro/Valley Metro Rail projects, which are to construct bus intermodal transfer stations and construct the light rail 20-mile minimum operating segment. Mr. Giles stated that Attachment B includes the two Air Quality Projects.

Randi Alcott, Valley Metro, commented that the Air Quality Projects rank at the top of Attachment A. She asked why projects 3, 4, and 5 do not have PM-10 reductions. Mr. Giles replied that projects 3, 4, and 5 are ITS projects, which do not have a PM-10 benefit. Ms. Alcott inquired about which projects would be funded with the \$3.5 million. Mr. Giles responded that the request from Valley Metro Rail for the light rail 20-mile minimum operating segment is \$3 million, so only a portion of that project could be funded.

Mr. Cleveland commented that the Valley Metro/Valley Metro Rail projects are of equal value in terms of cost-effectiveness and emission reductions. He inquired about the ranking of the projects.

Mr. Giles responded that previously, there has been discussion about funding projects with the most PM-10 emission reductions. If the Committee was to decide that today, then projects 1 and 2 on the list as well as the Valley Metro/Valley Metro Rail projects would be the highest ranking projects to receive CMAQ funds.

Ms. Alcott made a motion that the purchase of remaining FY 2006 PM-10 certified street sweepers, the Fort McDowell-Yavapai Nation pre-design and design of dirt road paving, and the two Valley Metro/Valley Metro Rail projects, which are to construct bus intermodal transfer stations and construct the light rail 20-mile minimum operating segment be ranked based on their impact on PM-10 and forwarded to the MAG Transportation Review Committee (TRC). Gaye Knight, City of Phoenix, seconded the motion. Mr. Cleveland asked for discussion on the motion.

Michael Powell, City of Avondale, commented that it is his understanding that light rail has separate funding sources directly from Congress. He asked why CMAQ funds are going towards light rail when there are other federal funding sources. Mr. Giles replied that a portion of the funding for the light rail is included in the Regional Transportation Plan. He stated that in addition to the full funding grant agreement through the FTA, the remaining portion is being funded by local funds as well as other federal funds. Mr. Powell commented on federal funding of the light rail.

Ms. Knight stated that the light rail is being built, in part, because cities passed bond elections, so it is not all federally funded. Mr. Powell commented that CMAQ funds cannot be used as a match towards federal funds. He indicated that light rail has channel funding that is received as well as local matches. Mr. Powell asked if the \$3 million request is absolutely necessary because the thought is Congress may not fund light rail over the next few years to the level that has already been designated. If that is not the case, the political decision should be looked at if Congress has already indicated that they will fund light rail in the region. By funding light rail at this amount, 4 to 5 other projects will not receive funding. Mr. Powell commented on having a minimum cost-effectiveness otherwise projects would not be considered. Ms. Knight stated that Ms. Alcott went to get additional information.

Mr. Tveit commented that the evaluation is based on cost-effectiveness. He stated that member agencies have prepared applications using that formula. Cities have internally prioritized which projects are most cost-effective. He stated that changes should not be made at this stage.

Mr. Powell commented that three years ago cost-effectiveness was not a primary deciding factor. He acknowledged the importance of cost-effectiveness, but asked why funds are being dedicated to a project that already has a source of funding. Mr. Giles stated that the light rail project was evaluated on the part of the CMAQ that was anticipated for funding the 20-mile minimum operating segment and that amount was approximately \$59.8 million. To date, only a portion of that amount has been requested. In addition, the project is included in the Regional Transportation Plan, which received voter approval.

Peter Hyde, Arizona Department of Environmental Quality, commented that the Valley Metro/Valley Metro Rail projects have equal amounts of PM-10 reduced and the same cost-effectiveness, but different costs. Mr. Giles replied that the CMAQ funds requested column is the amount agencies are requesting, but the total amount of CMAQ for the 20-mile minimum operating segment was used in calculating the cost-effectiveness. Therefore, it is the total CMAQ funds for the project itself, not just this phase. Mr. Cleveland requested that further discussion be delayed until Ms. Alcott returns

with clarification from Valley Metro Rail. Mr. Powell commented that he was not aware the budget for light rail includes \$59.8 million being dedicated as CMAQ funds as part of the overall budget. Mr. Cleveland referred to the cost-effectiveness column in Attachment A and stated that the Valley Metro/Valley Metro Rail projects would be next in rank order, following the Air Quality Projects, if the ITS projects were removed since they have no PM-10 impact.

5. Industry Perspective From the Clark County Dust Control Program Workshop

Steve Trussell, Arizona Rock Products Association (ARPA), presented the industry perspective on the March 17, 2006 Clark County Dust Control Program Workshop in Las Vegas, Nevada. He indicated that the purpose of the workshop was to learn about the PM-10 issues in Clark County and strategies that have been implemented to control the problem. As part of the workshop, visits were made to construction areas, mining sites, and other locations where PM-10 can be an issue. Mr. Trussell provided background information on the Arizona Rock Products Association and mentioned the contingent of public and private representatives from Maricopa County that attended the workshop.

Mr. Trussell discussed the enforcement approach in the Clark County Dust Control Program. He mentioned Corrective Action Orders versus Notices of Violation. Mr. Trussell indicated that Corrective Action Orders should be considered in Maricopa County. He stated that in Clark County, leveling is based on history and compliance with the performance standard. Control measures are activity specific, soil specific, site specific, and include flexible strategies to meet the performance standard. Mr. Trussell mentioned that enforcement is complaint driven in Clark County.

Mr. Trussell provided an overview of the training in Clark County. He indicated that there are industry stakeholder meetings, training for industry on compliance expectations, and concrete batch, asphalt batch and aggregate mining training with industry. Mr. Trussell stated that inspectors and site supervisors are educated jointly in Clark County. He also discussed the comprehensive media campaign and education and outreach program.

Mr. Trussell discussed the participation of the Arizona Rock Products Association in controlling PM-10 in Maricopa County. He stated that ARPA has participated in stakeholder meetings, public hearings, brown bag workshops, educational opportunities, and PM Publicity Campaign planning. Members of ARPA are educated on the issue by ARPA Smoke School, hosted dust certification courses, inspection compliance workshops, Community Excellence Awards Program, industry Best Management Practices, and community relations training.

Mr. Trussell mentioned ARPA partnering efforts. These included tours for regulators, Maricopa County presentations at ARPA meetings, Maricopa County participation in the Environmental Committee, MAG presentation at the Environmental Committee Meeting, and "Ride Alongs" with Maricopa County. Other partnering efforts include dust advisories, Alternative Control Measures Study with Maricopa County and EPA, Aggregate Mining District, and community tours.

4. Evaluation of Proposed CMAQ Projects for the Federal FY 2006 Interim Year End Closeout (Continued)

Mr. Cleveland referred back to discussion on agenda item #4, Evaluation of Proposed CMAQ Projects for the Federal FY 2006 Interim Year End Closeout. He stated that the Committee has two

functional responsibilities. The Committee typically forwards Attachment A to the TRC based on cost-effectiveness for use in prioritizing projects. With Attachment B, the Committee traditionally makes a recommendation to forward to the TRC a priority ranking of Air Quality Projects. Mr. Cleveland asked Mr. Powell to restate his earlier question. Mr. Powell asked why projects that have funding streams from other federal sources are being funded with CMAQ dollars. Ms. Alcott responded that she just spoke with John Farry, Valley Metro Rail. According to the full funding agreement submitted to the FTA, there was \$18 million committed. The assumptions were predicated on a certain amount of CMAQ funds and the remaining balance is \$12 million to be funded from CMAQ through 2010. Mr. Powell asked if \$47 million has already been funded through the CMAQ process for light rail since \$59.8 million CMAQ dollars have been dedicated towards the project. Mr. Giles replied that was correct.

Spencer Kamps, Homebuilders Association of Central Arizona, asked how the \$59.8 million has been allocated from CMAQ to Valley Metro Rail. Ms. Alcott replied through the MAG CMAQ Process. Mr. Giles stated that information about the \$59.8 million came from a Valley Metro Rail letter provided to MAG. Previously, CMAQ has been used to fund portions of the light rail project through closeout or the programming process of the MAG Transportation Improvement Program.

Mr. Powell commented on the funding last year. Mr. Kamps asked which projects are near the monitors that have been exceeding the PM-10 standard. Ms. Knight replied that the City of Phoenix is not requesting Federal FY 2006 CMAQ closeout funds; however, a presentation later in the meeting will show the work that has been done in the Salt River Area. Mr. Cleveland stated that in order for projects to be eligible for CMAQ closeout funds, the projects need to be well underway and be able to begin by the end September 2006. Ms. Bauer stated that in September, the Committee will be requested to recommend a new prioritized list of proposed PM-10 Certified Street Sweeper Projects for CMAQ funding. In the evaluation process, the street sweeper projects that are near the PM-10 monitors will be identified. Mr. Cleveland stated that there were street sweepers that could not be funded this past year and are now requesting CMAQ closeout funds.

Mr. Cleveland referred to the earlier motion. Traditionally, the Committee forwards Attachment A to the TRC ranked in order of cost-effectiveness. The motion by Ms. Alcott identified four projects for CMAQ funding that would have the most impact on PM-10. Ms. Knight asked if the motion could be amended to recommend the whole list with a highlight on the top four projects that have the most impact on PM-10. Mr. Giles asked if the motion was to move the two Valley Metro/Valley Metro Rail projects ahead of the ITS projects. Mr. Cleveland clarified that the motion was to forward the projects ranked by the value of the weighted PM emission reductions. Ms. Alcott withdrew her motion. Ms. Tax made a motion to forward the evaluation in Attachment A to the TRC with a priority on the top four PM-10 reducing projects. Ms. Alcott seconded the motion. Larry Person, City of Scottsdale, commented that it is entirely appropriate for this Committee to consider the weighted PM emission reductions. The motion passed with Mr. Powell abstaining.

Mr. Cleveland requested a motion to forward the Air Quality Projects in Attachment B in rank order to the TRC. Ms. Knight moved and Mr. Powell seconded and the motion passed unanimously.

6. City of Phoenix Dust Control Projects

Ms. Knight provided an overview of the projects and programs underway by the City of Phoenix to reduce particulate emissions. She presented the trend of the number of days where the PM-10

standard was exceeded and showed the locations of the PM-10 monitors. Ms. Knight stated that the City of Phoenix and Maricopa County partnered to conduct daily sweeping by the monitors in the Salt River Area. She mentioned that shoulders were also paved along Broadway Road. Ms. Knight stated that, according to the Phoenix Zoning Code, residential parking lots with more than two spaces and commercial parking lots are required to have paved parking. She indicated that this is more stringent than Maricopa County. Ms. Knight discussed the success of parking lot enforcement in the Salt River Area and mentioned that information about dust control was distributed in the area before Notices of Violation were given.

Ms. Knight discussed intersection improvements in the Salt River Area. She indicated that two intersections are planned in the budget this year, and two are proposed for next year. Ms. Knight added that the City of Phoenix is working closely with Maricopa County. She indicated that Phoenix has also been looking at shoulders in the Salt River Area to determine where gravel/asphalt is needed. Ms. Knight provided a map of the Salt River Area showing land ownership around the West 43rd Avenue PM-10 monitor. She also provided before and after pictures of the improvements made in the Salt River Area.

Ms. Knight discussed dust inspection compliance assistance. She indicated that 7,700 grading/drainage inspections are conducted per year and 15-20 dust issues arise per week. She stated that only 5 percent of the dust issues are referred to Maricopa County. Ms. Knight mentioned that the City of Phoenix provides dust training for over 500 staff per year. She stated that there are over 300 undeveloped lots owned by the City. These lots are inspected routinely and treatments such as gravel and fencing are applied.

Ms. Knight mentioned the projects, volume, and cost that the City of Phoenix has invested in dust control measures since 1999. She stated that Phoenix is participating in the National Cooperative Highway Research Project and MAG Silt Loading Study.

Ms. Knight indicated that she would place her presentation on the City of Phoenix website. Mr. Trussell stated that he would make his presentation regarding industry perspective on the Clark County Dust Control Program Workshop available on the Arizona Rock Products Association website.

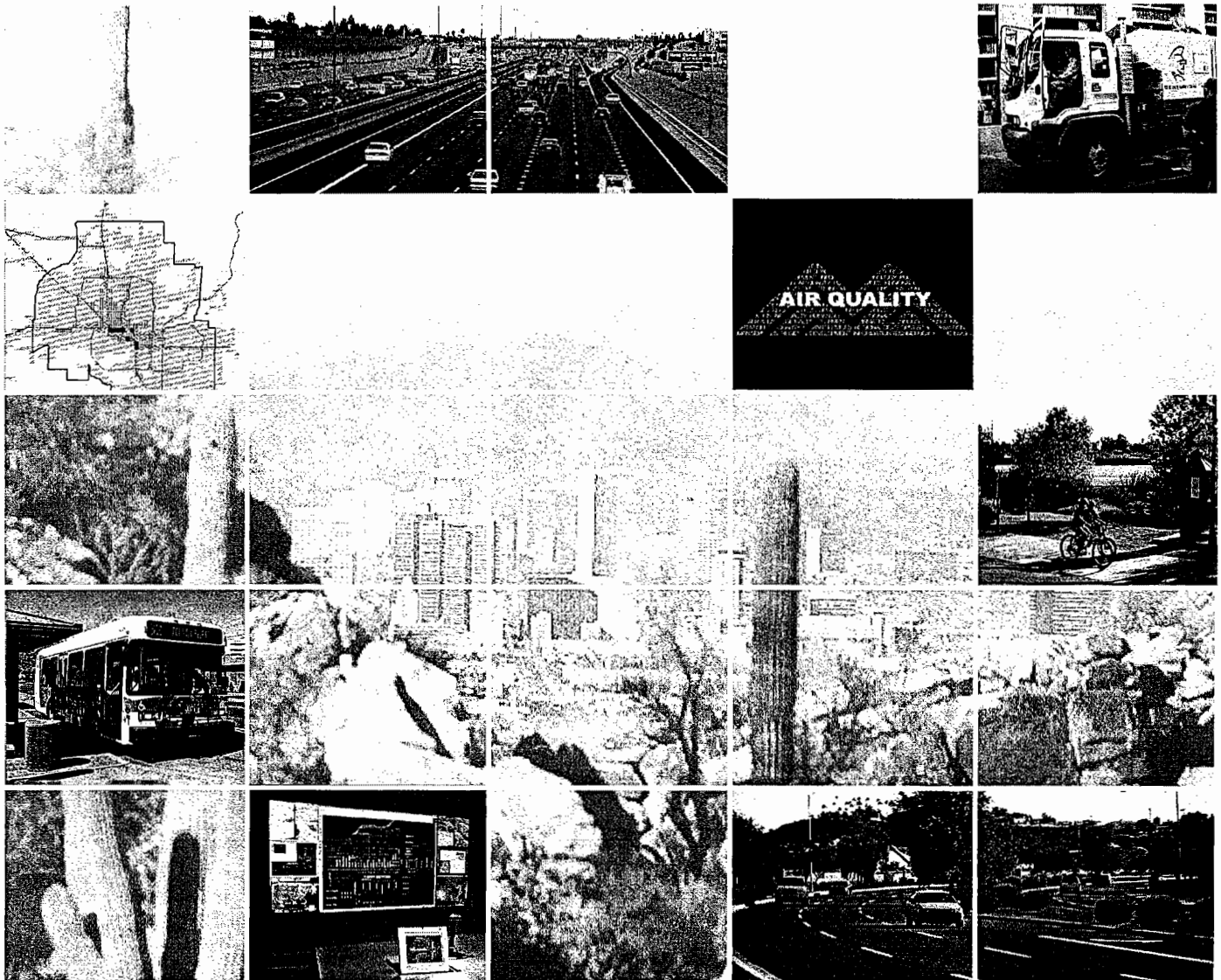
8. Call for Future Agenda Items

Mr. Cleveland announced that the next meeting of the Committee is tentatively scheduled for June 29, 2006. With no further comments, the meeting was adjourned.



2006 MAC Conformity Analysis

for the FY 2007-2011 Transportation Improvement Program
and Regional Transportation Plan—2006 Update



Executive Summary

Draft—May 2006



EXECUTIVE SUMMARY

This report presents the 2006 MAG Conformity Analysis for the FY 2007-2011 MAG Transportation Improvement Program (TIP) and the MAG Regional Transportation Plan - 2006 Update (RTP). The Maricopa Association of Governments (MAG) is the designated Metropolitan Planning Organization (MPO) in Maricopa County, Arizona, and is responsible for regional transportation and air quality planning. The analysis demonstrates that the criteria specified in the federal transportation conformity rule for a conformity determination are satisfied by the TIP and RTP. A finding of conformity for the FY 2007-2011 MAG Transportation Improvement Program and MAG Regional Transportation Plan - 2006 Update is therefore supported.

The 2006 MAG Conformity Analysis for the FY 2007-2011 MAG Transportation Improvement Program and the MAG Regional Transportation Plan - 2006 Update includes results of the regional emissions analysis for carbon monoxide, eight-hour ozone, and PM-10. Summarized below are the applicable federal criteria or requirements for conformity determinations, the conformity tests applied, emissions analysis results, and an overview of the organization of this report. Figures presenting the conformity test results and transportation control measure funding in the FY 2007-2011 MAG Transportation Improvement Program are provided at the end of the Executive Summary.

CONFORMITY REQUIREMENTS

The federal transportation conformity rule (40 Code of Federal Regulations Parts 51 and 93) specifies criteria and procedures for conformity determinations for transportation plans, programs, and projects and their respective amendments. The federal transportation conformity rule was first promulgated in 1993 by EPA, following the passage of amendments to the federal Clean Air Act in 1990. The federal transportation conformity rule has been revised several times since its initial release to reflect both EPA rule changes and court opinions. The transportation conformity rule and court opinions are summarized in Chapter 1.

The conformity rule applies nationwide to "all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance plan" (40 CFR 93.102). At this time, portions of Maricopa County are designated as a nonattainment or maintenance area with respect to federal air quality standards for three criteria pollutants, carbon monoxide (CO), eight-hour ozone, and particulate matter less than or equal to ten microns in diameter (PM-10). Transportation plans and programs for the nonattainment or maintenance areas in the Maricopa County area must satisfy the requirements of the federal transportation conformity rule.

Under the federal transportation conformity rule, the principal criteria for a determination of conformity for transportation plans and programs are:

- (1) the TIP and Regional Transportation Plan must pass an emissions budget test with a budget that has been found to be adequate or approved by EPA for transportation conformity purposes, or interim emissions tests;
- (2) the latest planning assumptions and emission models in force at the time the conformity analysis begins must be employed;
- (3) the TIP and RTP must provide for the timely implementation of transportation control measures (TCMs) specified in the applicable air quality implementation plans; and,
- (4) consultation.

Consultation generally occurs at the beginning of the conformity analysis process, on the proposed models, associated methods, and assumptions for the upcoming analysis and the projects to be assessed, and at the end of the process, on the draft conformity analysis report. The final determination of conformity for the TIP and RTP is the responsibility of the Federal Highway Administration and the Federal Transit Administration.

CONFORMITY TESTS

The conformity tests specified in the federal transportation conformity rule are: (1) the emissions budget test, and (2) interim emissions tests. For the emissions budget test, predicted emissions for the TIP and RTP must be less than or equal to the motor vehicle emissions budget specified in the approved air quality implementation plan or the emissions budget found by EPA to be adequate for transportation conformity purposes. If there is no approved air quality plan for a pollutant for which the region is in nonattainment or no emissions budget found to be adequate for transportation conformity purposes, interim emissions tests apply. For the 2006 MAG Conformity Analysis for the FY 2007-2011 MAG Transportation Improvement Program and the MAG Regional Transportation Plan - 2006 Update, two interim emissions tests were performed for the eight-hour ozone standard.

Motor vehicle emissions budgets established in the MAG Carbon Monoxide Redesignation Request and Maintenance Plan and the Revised 1999 MAG Serious Area PM-10 Plan must be used for conformity. In addition, adjusted budgets from the MAG One-Hour Ozone Redesignation Request and Maintenance Plan must be used for eight-hour ozone.

On March 9, 2005, EPA published the final rule in the *Federal Register* approving the Carbon Monoxide Maintenance Plan, including the conformity budgets, effective April 8, 2005. EPA published a final rule to approve the One-Hour Ozone Maintenance Plan, including the conformity budgets on June 14, 2005. EPA published the final rule

approving the Revised MAG 1999 Serious Area Particulate Plan for PM-10 and conformity budget on July 25, 2002.

Chapter 1 summarizes the applicable air quality implementation plans and conformity tests for carbon monoxide, eight-hour ozone, and PM-10. For the 2006 MAG Conformity Analysis for the FY 2007-2011 MAG TIP and RTP, the emissions budget test was applied for CO, since the CO conformity budgets have been approved by EPA. For eight-hour ozone, two interim emissions tests were performed for volatile organic compounds (VOC) and nitrogen oxides (NOx): an adjusted one-hour ozone budget test and a no-greater-than-2002 baseline emissions test. For PM-10, the emissions budget test was applied using the approved conformity budget from the Revised MAG 1999 Serious Area PM-10 Plan.

RESULTS OF THE CONFORMITY ANALYSIS

A regional emissions analysis was conducted for the horizon years 2009, 2015, 2016, and 2026 for each criteria pollutant for which the area is designated nonattainment or maintenance. All analyses were conducted using the latest planning assumptions and emissions models in force at the time the conformity analysis started on April 28, 2006. The major conclusions of the 2006 MAG Conformity Analysis are:

- For carbon monoxide, the total vehicle-related emissions associated with implementation of the TIP and Regional Transportation Plan for the analysis year 2009 are projected to be less than the approved 2006 emissions budget, and the emissions associated with implementation of the TIP and Regional Transportation Plan for the analysis years 2015, 2016, and 2026 are projected to be less than the approved budget for 2015. The applicable conformity test for carbon monoxide is therefore satisfied. The results of the regional emissions analysis for carbon monoxide are presented in Figure ES-1.
- For eight-hour ozone, the total vehicle-related volatile organic compound and nitrogen oxide emissions associated with implementation of the TIP and Regional Transportation Plan for the analysis year 2009 are projected to be less than the 2006 emissions budgets for the adjusted one-hour ozone maintenance area. The VOC and NOx emissions associated with implementation of the TIP and Regional Transportation Plan for the analysis years 2015, 2016, and 2026 are projected to be less than the 2015 emissions budgets for the adjusted one-hour ozone maintenance area. In addition, the vehicle-related VOC and NOx emissions associated with implementation of the TIP and Regional Transportation Plan for all analysis years are projected to be less than the 2002 baseline emissions for the eight-hour ozone nonattainment area. The applicable conformity tests for eight-hour ozone are therefore satisfied. The results of the regional emissions analysis for eight-hour ozone are presented in Figures ES-2, ES-3, ES-4, and ES-5.
- For PM-10, the total vehicle-related emissions associated with implementation of the TIP and Regional Transportation Plan for all analysis years are projected to be less than the 2006 emissions budget approved for transportation conformity

purposes in the Revised MAG 1999 Serious Area Particulate Plan for PM-10. The conformity test for PM-10 is therefore satisfied. The results of the regional emissions analysis for PM-10 are presented in Figure ES-6.

- A review of the implementation status of TCMs in applicable air quality plans has indicated that the TIP and Regional Transportation Plan will provide for the timely implementation of the TCMs and there are no obstacles to the implementation of any TCM. The current status of TCMs identified in applicable air quality implementation plans is documented in Chapter 5 of this report. Figure ES-7 presents the total funding programmed in the TIP for transportation projects and programs that implement transportation control measures and other air quality measures.
- Consultation has been conducted in accordance with federal requirements.

REPORT ORGANIZATION

The report is organized into six chapters. Chapter 1 provides an overview of the applicable federal and state conformity rules and requirements, air quality implementation plans, and conformity test requirements. Chapter 2 contains a discussion of the latest planning assumptions. Chapter 3 includes a summary of the transportation model characteristics, key socioeconomic data, and other data related to the land use and transportation system forecasts, and Chapter 4 describes the air quality modeling used to estimate emission factors and mobile source emissions. Chapter 5 contains the documentation required under the federal transportation conformity rule for transportation control measures. The results of the conformity analysis for the TIP and Regional Transportation Plan are provided in Chapter 6.

Excerpts from the applicable air quality plans, consultation documentation, and other related information are contained in the Appendices. The appendices include copies of memoranda previously circulated for consultation. The appendices of the final version of this report will also include a transcript of the public hearing to be conducted on the draft report. Any comments received and responses made as part of the final 30-day consultation period on this draft report will also be included in the appendices.

Figure ES-1: Carbon Monoxide Results for Conformity Budget Test

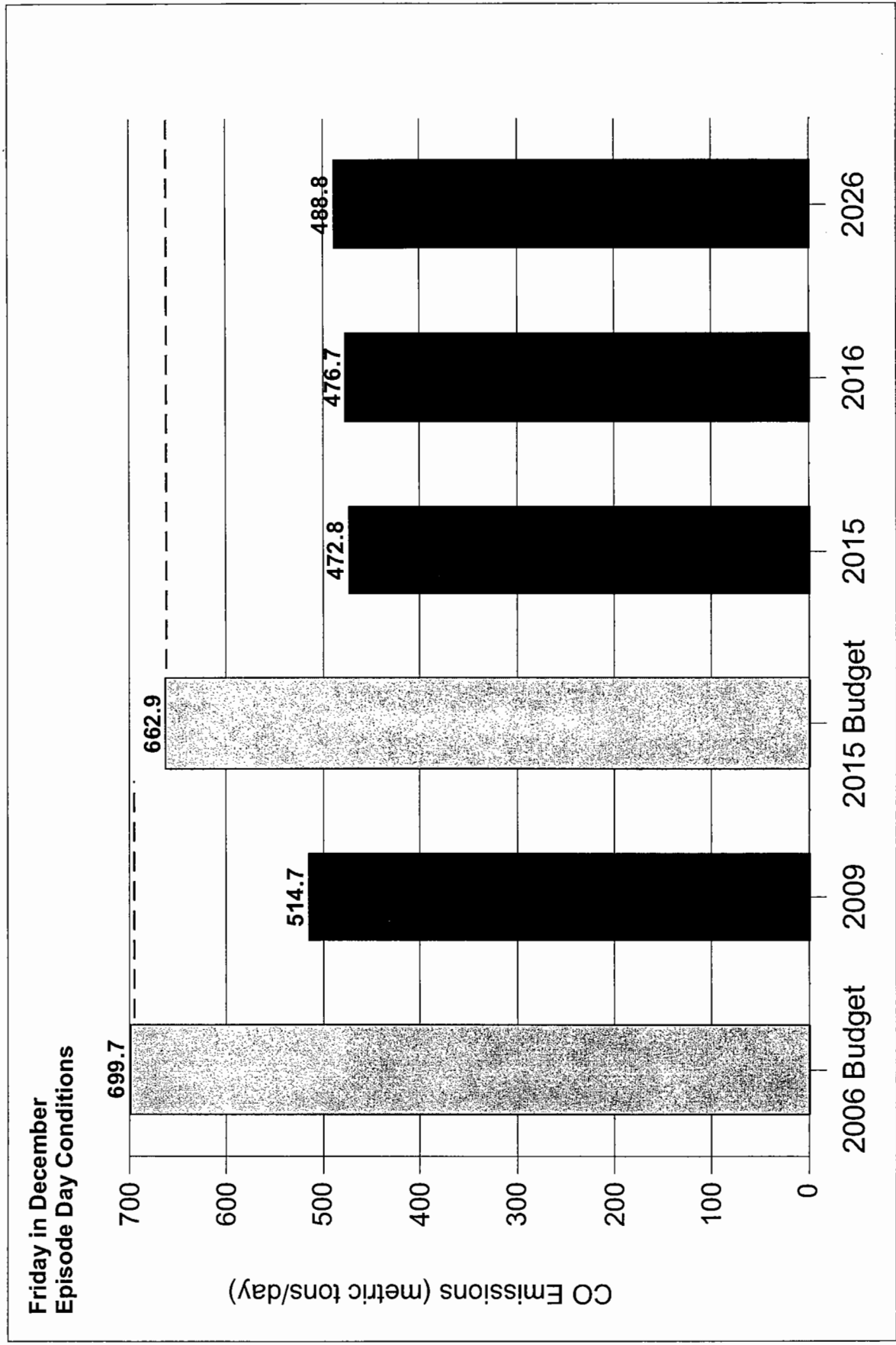


Figure ES-2: Eight-Hour Ozone: Volatile Organic Compounds (VOC) Results for Adjusted One-Hour Ozone Budget Test

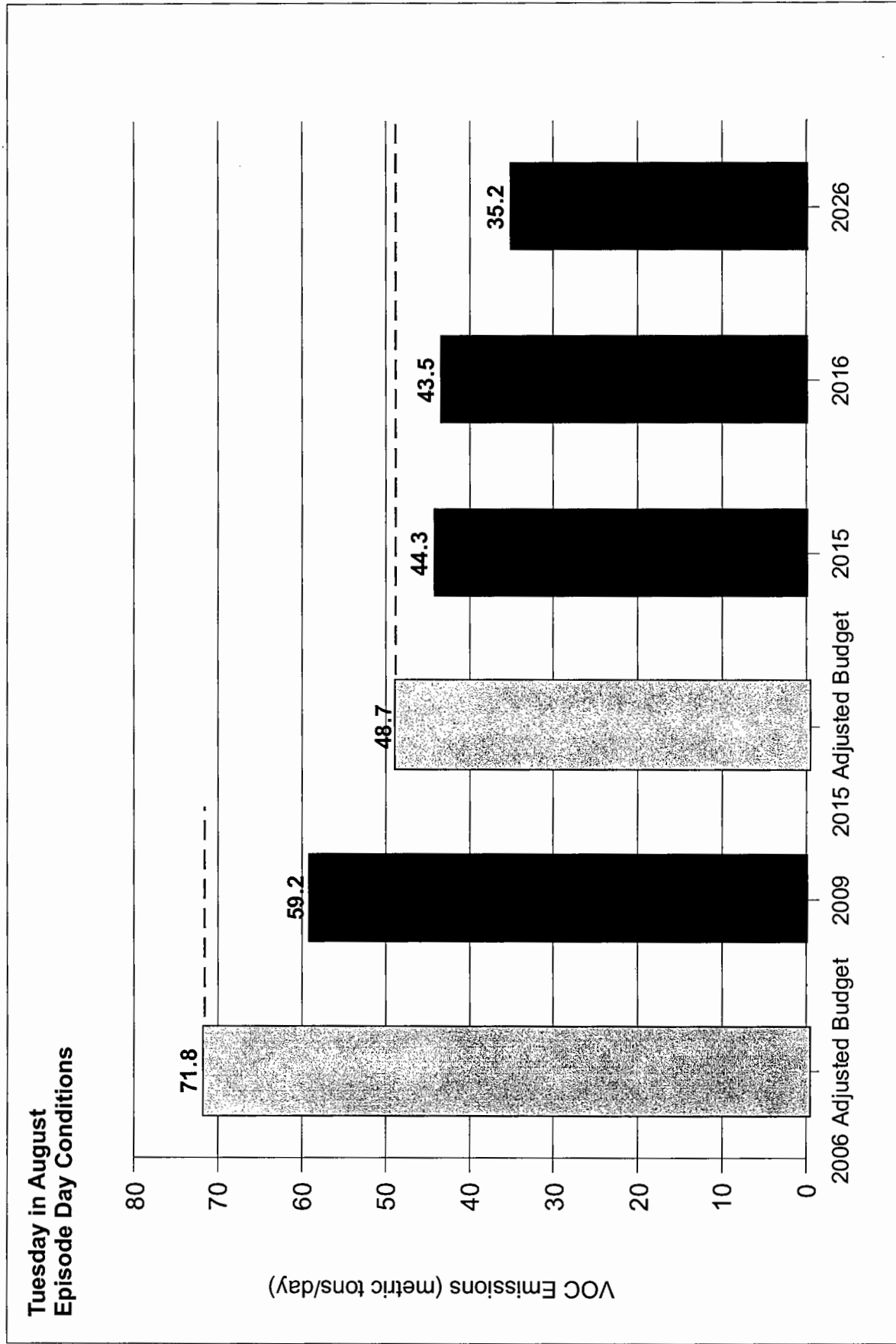


Figure ES-3: Eight-Hour Ozone: Nitrogen Oxides (NOx) Results for Adjusted One-Hour Ozone Budget Test

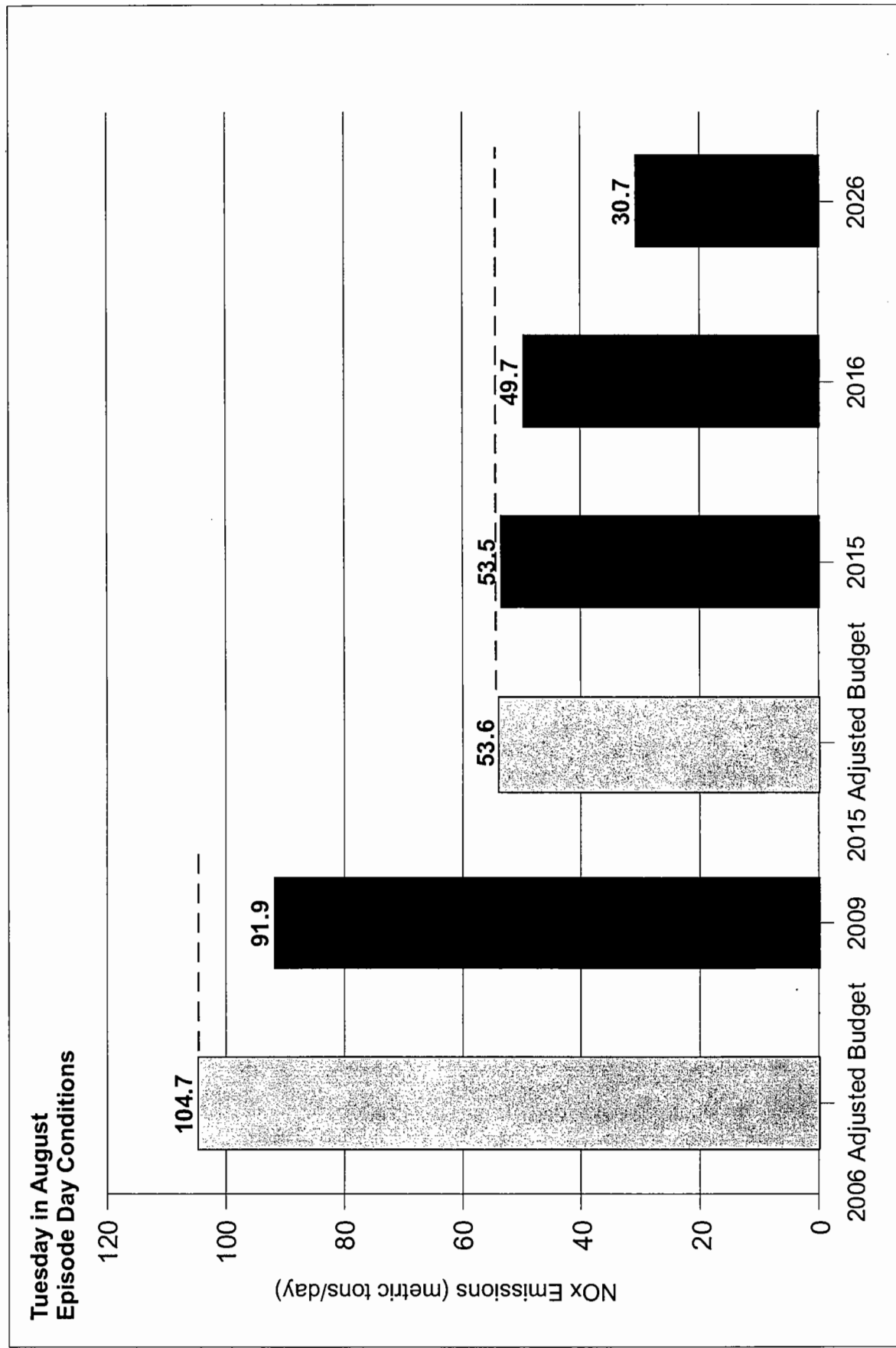


Figure ES-4: Eight-Hour Ozone: Volatile Organic Compounds (VOC) Results for the No-Greater-Than-2002 Baseline Emissions Test for the Eight-Hour Ozone Nonattainment Area

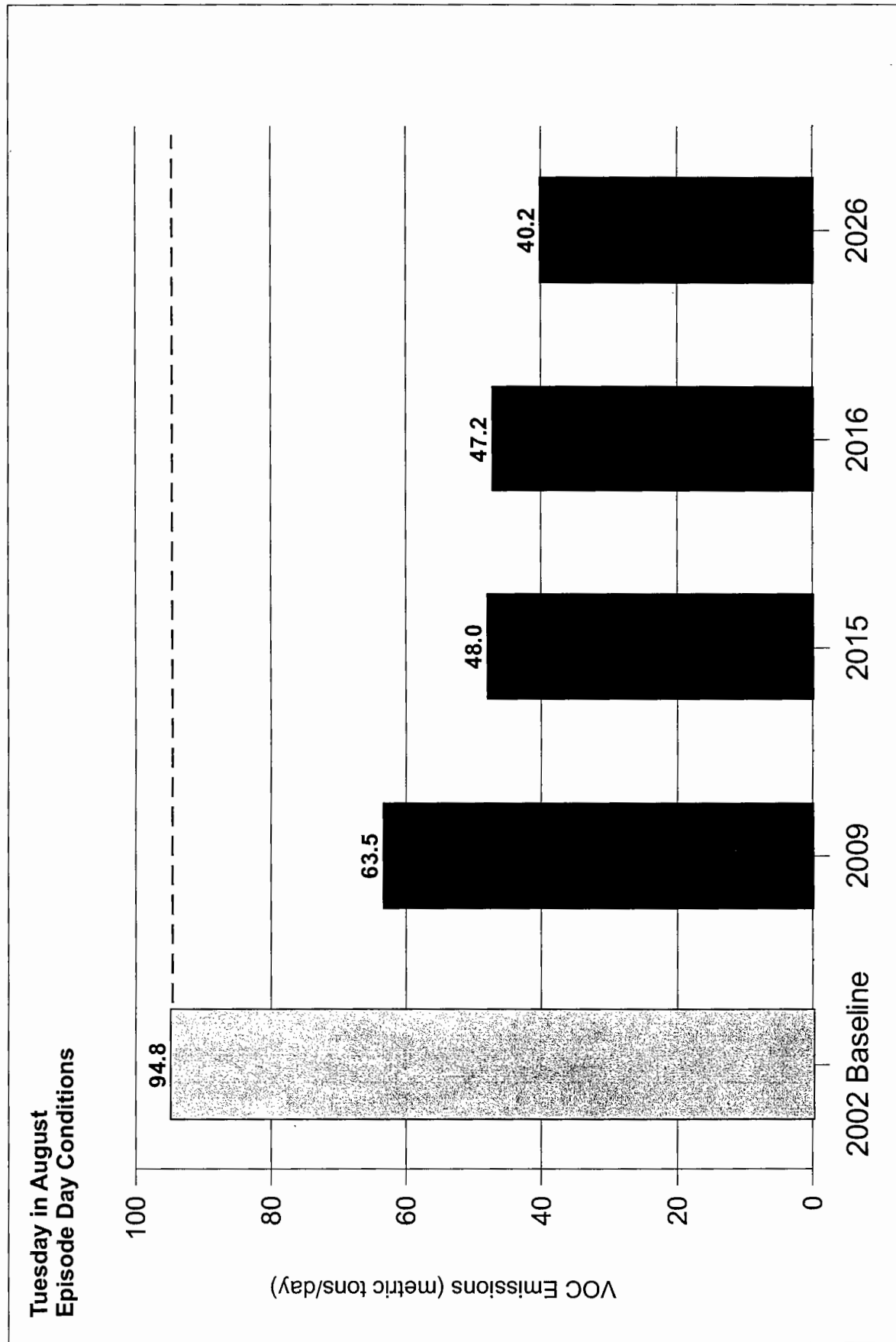


Figure ES-5: Eight-Hour Ozone: Nitrogen Oxides (NOx) Results for the No-Greater-Than-2002 Baseline Emissions Test for the Eight-Hour Ozone Nonattainment Area

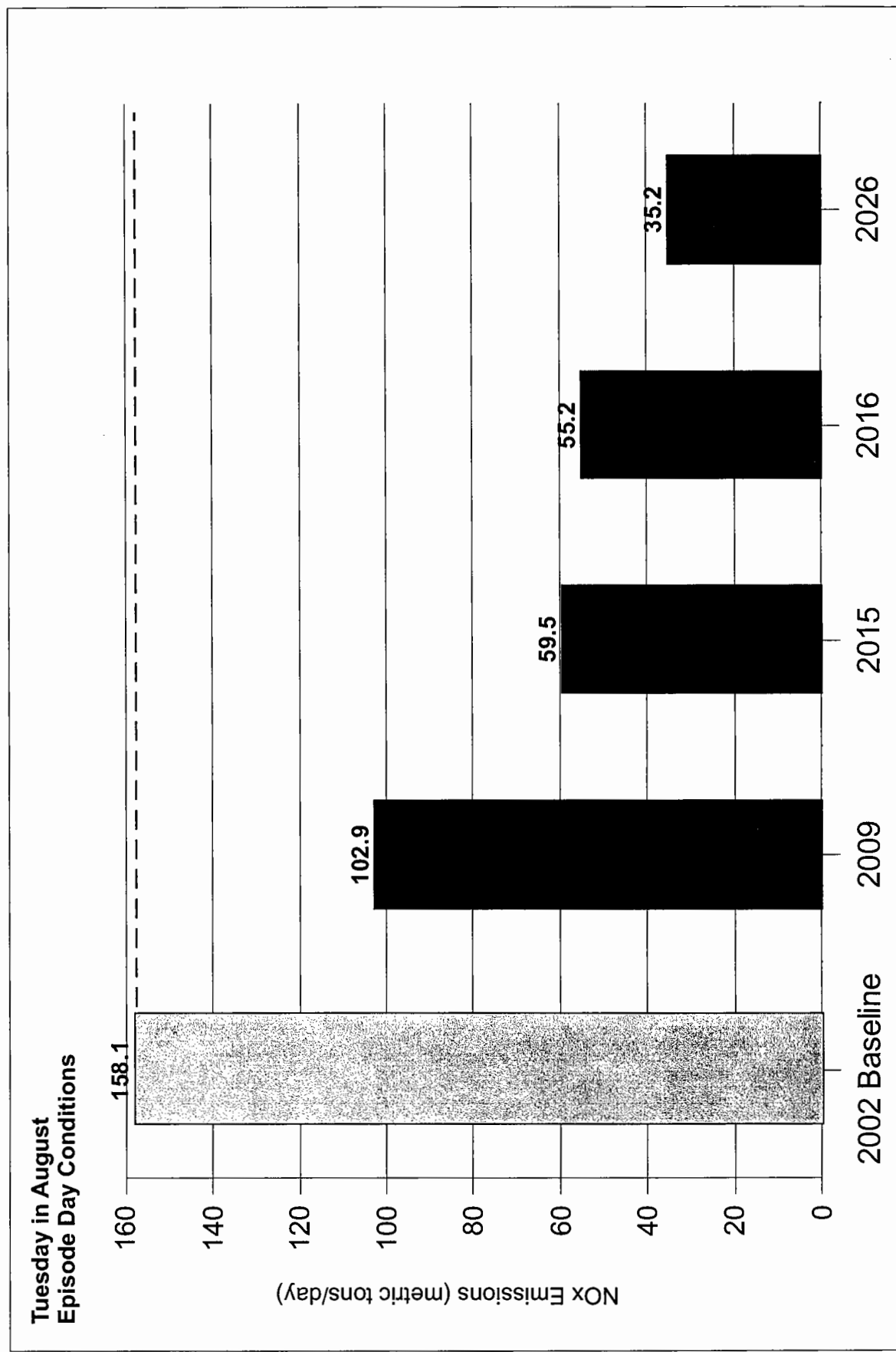


Figure ES-6: PM-10 Results for Conformity Budget Test

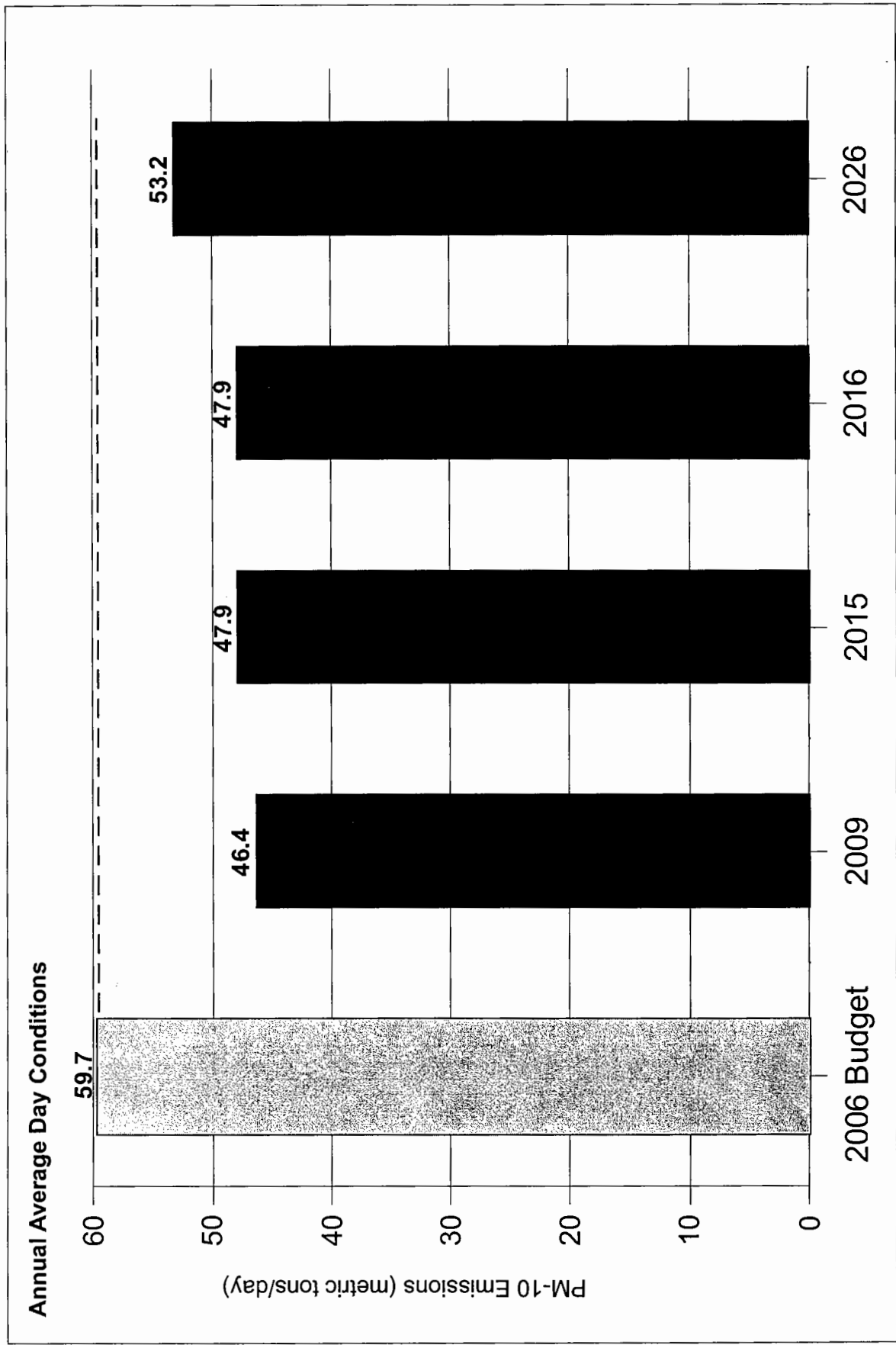
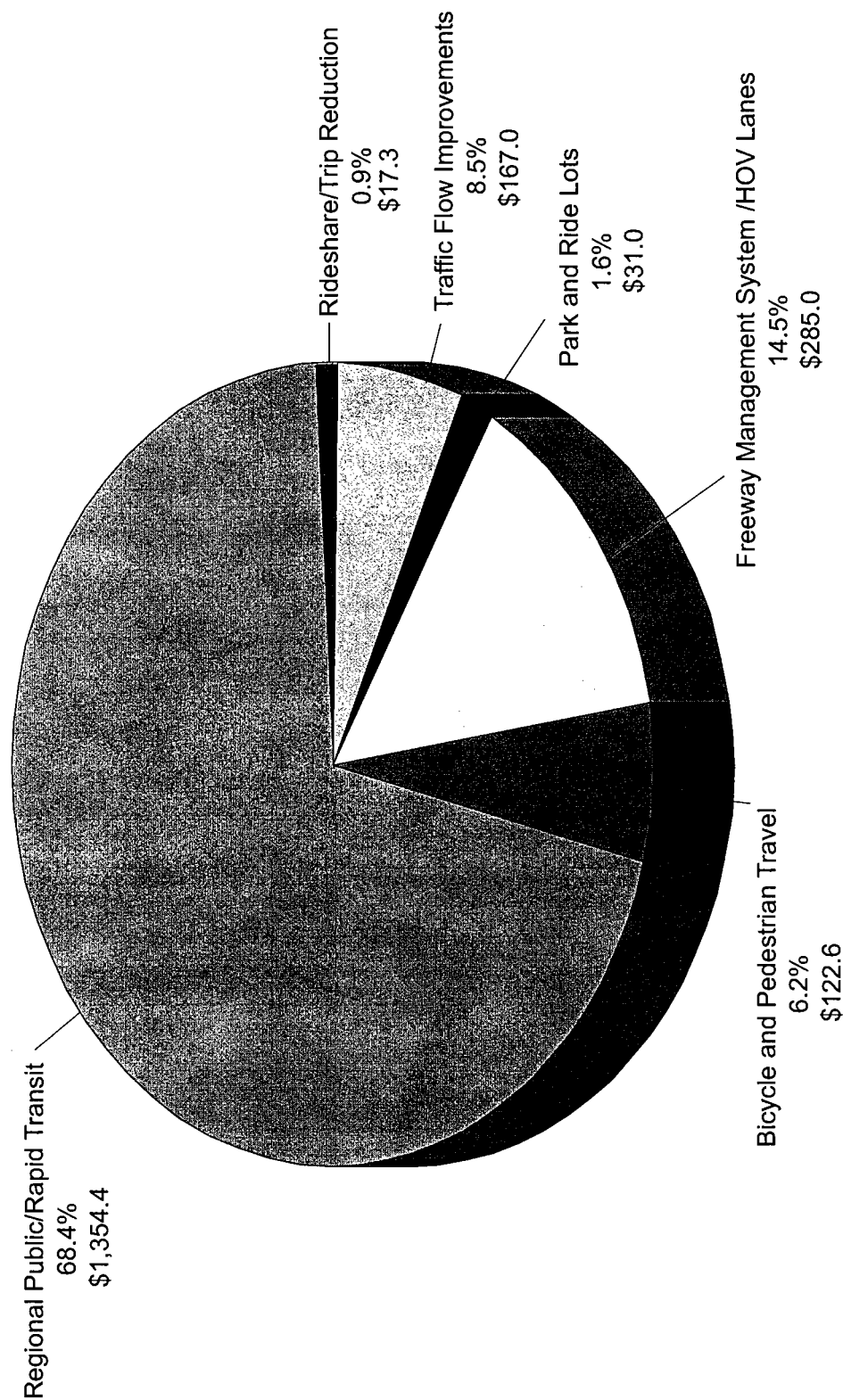


Figure ES-7: Transportation Control Measure Funding in the FY 2007-2011 MAG Transportation Improvement Program

Figures are in
millions of dollars



Total = \$1,968.3 million.

An additional \$35.8 million is programmed for paving dirt streets, street sweepers, and other air quality projects.

MARICOPA ASSOCIATION OF GOVERNMENTS

FINAL PHASE TRANSPORTATION PUBLIC HEARING

Draft Regional Transportation Plan - 2006 Update
Draft FY 2007-2011 MAG Transportation Improvement Program
Draft MAG 2006 MAG Conformity Analysis

ORIGINAL

Phoenix, Arizona
June 15, 2006
5:00 p.m.

Prepared For:

MARICOPA ASSOCIATION OF GOVERNMENTS

(Original)

Prepared By:

LORENA K. WAGNER
Court Reporter

I N D E X

SPEAKER

PAGE

Mr. Ward

7

Mr. Giles

15

P U B L I C C O M M E N T S

SPEAKER

PAGE

Mr. Smith

20

Mr. Rochelle

22

Mr. Schmidt

25

Ms. Jenkins

26

Mr. Rochelle

27

MARICOPA ASSOCIATION OF GOVERNMENTS

FINAL PHASE TRANSPORTATION PUBLIC HEARING

Draft Regional Transportation Plan - 2006 Update
Draft FY 2007-2011 MAG Transportation Improvement Program
Draft MAG 2006 MAG Conformity Analysis

commenced at 5:00 p.m. on June 15, 2006, at the offices
of Maricopa Association of Governments, 302 North First
Avenue, Suite 300, Phoenix, Arizona, before
LORENA K. WAGNER, a Court Reporter in and for the County
of Maricopa, State of Arizona.

* * * * *

A P P E A R A N C E S

Maricopa Association of Governments:

Stephen S. Cleveland - Chair of the Air Quality
Technical Advisory Committee,
City Manager of Goodyear

Dennis Smith - Executive Director

Lindy Bauer - Environmental Director

Paul Ward - Transportation Programming Manager

Dean Giles - Air Quality Planning Program Specialist

John Farry - Director Government Relations and
Communications, Valley Metro Rail

Bill Hayden - Special Assistant to the Director, ADOT

Bryan Jungwirth - Valley Metro/RPTA

Phoenix, Arizona
June 15, 2006
5:02 p.m.

* * * * *

PROCEEDINGS

CHAIRMAN CLEVELAND: Good afternoon. I'd like to call this hearing to order at this time.

My name is Stephen Cleveland, the City Manager of Goodyear, and I'm also the chairman of the MAG Air Quality Technical Advisory Committee.

I've been charged with chairing this hearing today, and I really appreciate that opportunity.

To those of you who have come to attend this hearing today, I really do appreciate you being here. I want to thank you for taking the time. Your input is very valuable.

Those that have driven to this meeting, you can get your parking ticket for the garage validated by MAG staff. Any of those that are using the transit can get a transit ticket by presenting your valid transfer to staff.

Would you at this time please stand for the Pledge of Allegiance to the flag.

1 Please face the flag.

2 (The Pledge of Allegiance to the Flag was
3 stated.)

4 CHAIRMAN CLEVELAND: If I may make some
5 opening comments here, this public hearing is one
6 component of the MAG Final Phase Public Involvement
7 Opportunity.

8 For those of you who have attended today,
9 this is your opportunity to provide comments on the
10 Regional Transportation Plans and programs and the air
11 quality conformity analysis with all of the region's
12 transportation entities in attendance.

13 I'd like at this time that the other
14 members of the panel please introduce themselves.

15 And I'll start with you, Dennis.

16 MR. SMITH: My name is Dennis Smith. I'm
17 the Executive Director of the Maricopa Association of
18 Governments.

19 MR. FARRY: I'm John Farry. I'm the
20 Director of Community Government Relations with Metro
21 Light Rail.

22 MS. BAUER: I'm Lindy Bauer. I'm the MAG
23 Environmental Director.

24 MR. HAYDEN: I'm Bill Hayden. I'm the
25 Manager of the Arizona Department of Transportation

1 Regional Freeway System, Life Cycle Program.

2 MR. JUNGWIRTH: I'm Bryan Jungwirth. I'm
3 the Deputy Director with Valley Metro Regional Public
4 Transportation Authority.

5 CHAIRMAN CLEVELAND: Thank you for being
6 here today.

7 I'd like to go over the agenda for today.

8 First of all, we will have three brief
9 presentations made by MAG staff. Following these
10 presentations, we will take public comment on any of the
11 information that's presented here today after which we
12 will then adjourn.

→ 13 For those of you who want to make comments
14 on any of the material presented here, a speaker's
15 request form is available from MAG staff at the
16 registration table. Please complete this form so we'll
17 be able to give everyone an opportunity to speak.

18 If you need to speak early for any reason,
19 please let us know so that we can accommodate your
20 request.

21 As you come up to the podium, please state
22 some information for the formal record: First of all,
23 your name; who you represent and your address.

24 Traditionally members of this panel do not
25 answer any questions nor respond to comments. However,

1 should a member of the panel feel compelled to speak,
2 they will be given that opportunity at their discretion.

3 At this time, I'd like to introduce the
4 first item, which is the Draft Regional Transportation
5 Plan for the 2006 update. And this will be presented by
6 Paul Ward.

7 MR. WARD: Good afternoon, Mr. Chairman,
8 members of the panel, and members of the audience.

9 My name is Paul Ward. I'm the MAG
10 Transportation Programming Manager, and I'm currently
11 standing in for Roger Herzog, the MAG Senior Project
12 Manager.

→ 13 Roger's main responsibility here at MAG is
14 to ensure that the Long Range Transportation Plan, which
15 in our region is known as the Regional Transportation
16 Plan or RTP, is developed correctly and in accordance
17 with federal requirements.

18 The first version of the RTP was approved
19 by the Regional Council on November 25, 2003. The 2004
20 update of this particular plan provided some light rail
21 schedule changes. However, it was primarily the original
22 Regional Transportation Plan that formed the basis of the
23 plan on which voters extended the half cent sales tax for
24 transportation. This occurred in November 2004.

25 Last year during the June 2005 update, some

1 changes to the phasing of highway and arterial projects
2 occurred.

3 This 2006 update covers the period from
4 2007 to 2026, which is a full 20-year time frame. The
5 published version of the update includes a summary of the
6 plan elements. It updates the revenue estimates and
7 updates the freeway/highway, transit, and arterial life
8 cycle programs. These programs have had their project
9 phases updated. Project costs have also been adjusted to
10 factor in recent cost increases.

11 The funds in the Regional Transportation
12 Plan come from the half cent sales tax. That's \$14.1
13 million and comprises of just over 45 percent of the
14 total funds. Arizona Department of Transportation funds,
15 that's just over 22 percent. Federal highway and federal
16 transit administration funds are just under 17 percent
17 and bonding costs and other income rounding out the
18 remaining 16 percent.

19 On the other part of the pie chart here,
20 the funds are mainly being targeted at freeway and
21 highway projects. That's just over 32 percent with
22 almost 25 percent being targeted for inflation
23 adjustments and smaller amounts to other causes -- to
24 other cases.

25 The freeway/highway life cycle program

1 source and utilization of funds is shown in this slide.

2 As you can see, widening of existing
3 facilities and implementation of new corridors are,
4 between them, taking almost 50 percent of the funds
5 available. The arterial life cycle program is the
6 smallest of the three and totals just under \$3 billion.

7 Finally, the transit life cycle program
8 totals \$9.4 billion with roughly half of the funds coming
9 from the half cent sales tax and the other half coming
10 from federal or local funds. This pie is sliced roughly
11 in three parts between bus capital and operations, light
12 rail capital, and the inflation allowance.

→ 13 The final steps in the technical and policy
14 committee recommendation process include the
15 Transportation Review Committee in two weeks' time at the
16 end of this month, the MAG Management Committee halfway
17 through July, the Transportation Policy Committee one
18 week later, and then final approval is expected by the
19 Regional Council at their July 26, 2006 meeting.

20 Mr. Chairman, that concludes this part of
21 the presentation.

22 CHAIRMAN CLEVELAND: Thank you, Paul.

23 Item No. 2 this evening is the Draft
24 FY 2007-2011 MAG Transportation Improvement Program
25 presentation also to be done by Mr. Ward.

1 MR. WARD: Thank you, Mr. Chairman.

2 My personal main responsibility here at MAG
3 is to ensure that the Regional Transportation Improvement
4 Program, which is known as the TIP, is developed
5 correctly and in accordance with federal requirements.
6 The fiscal year 2007 to 2011 Final Draft MAG TIP is a
7 document that contains the major transportation
8 improvement projects that are scheduled to be carried out
9 within our region -- within our metropolitan planning
10 area -- within the next five years. This Draft Tip
11 builds on the last program, which was for fiscal years
12 2006 through 2010, and it's followed the normal cycle for
13 its development.

14 The following slides describe the TIP
15 development process, and it poses the following
16 questions:

17 Why do we need to develop a TIP?

18 First of all, federal guidance requires
19 metropolitan areas such as ours to periodically develop a
20 TIP. This TIP shall include all projects utilizing
21 Title 23 Federal Transportation Funds with some
22 exceptions regarding safety, emergency, and/or planning
23 funds. In addition as our region is in nonattainment for
24 a variety of federal recognized air quality pollutants,
25 the TIP is also to include all regionally significant

1 projects regardless of funding source.

2 A simplified description of what regionally
3 significance means is whether the project is likely to
4 have a measurable effect on air quality. Furthermore,
5 due to air quality concerns, all regionally significant
6 projects within our region need to be analyzed through a
7 congestion management process.

8 In general, the TIP is a federally required
9 document; but due to the projects that are currently
10 included by several area agencies, the TIP is also
11 regarded as a reasonably good guide to transportation
12 investments within the region.

13 Next: When does it need to happen?

14 Recent changes in the federal law require
15 that a new TIP needs to be developed every four years.
16 However, to stay completely up to date with air quality
17 plans and to allow the maximum flexibility in what is an
18 extremely fast growing region, the MAG TIP is usually
19 developed every year.

20 The Fiscal Year 2007-2011 Final Draft TIP
21 is being primarily based on the previous program, the '06
22 to '10 TIP, and has incorporated all of the projects
23 contained in the first year of the Regional
24 Transportation Plan approximately one year.

25 New MAG federally funded projects have been

1 added for FY 2011. ADOT and transit projects were added
2 by the end of December. Locally funded projects were
3 added or changed in January, and the TIP was approved for
4 air quality conformity analysis at the end of April.
5 This conformity analysis is now complete, and the
6 Regional Council is expected to approve the TIP by the
7 end of July 2006.

8 Where does the data come from?

9 The data comes primarily from federal and
10 state; but more importantly local agencies and programs;
11 from private developers; although, they submit their
12 projects through local agencies; MAG transportation
13 plans; and unified planning work programs; and finally
14 from MAG models. Further input into the TIP is provided
15 by members of the public, by MAG technical advisory
16 committees, and finally from MAG staff.

17 The data that's required: Federal law
18 require that MAG transportation plans should be in
19 accordance with our air quality goals. As a result, the
20 data required needs to be in sufficient detail as to
21 permit an air quality conformity analysis in accordance
22 with federally approved conformity requirements.

23 The details are actually described in our
24 TIP data-entry system.

25 What projects are contained?

1 Currently the projects are as follows: 619
2 street projects, 251 transit projects, 123 freeway
3 projects, 64 bicycle and pedestrian projects, 65
4 Intelligent Transportation System projects -- They are
5 mainly traffic and signal utilization projects -- 40
6 pedestrian projects, 10 air quality or transportation
7 demand measure projects, five bridge projects, four
8 maintenance projects, and six other projects. The other
9 category includes contingencies and studies.

10 The source of funds in the Fiscal Year 2006
11 is as follows:

→ 12 Currently the largest component of funding
13 available in the TIP is just over \$2 billion in regional
14 funding, and that amounts to 35 percent of the total
15 funds available. Local funds being committed for highway
16 and transit projects combined total just under \$2 billion
17 and about 31 percent of the pie. And federal highways
18 and transit funds are next at about one \$1.67 billion and
19 just under 27 percent. State highway and transit funds
20 are \$400 million, and the remaining 3.8 percent come from
21 private funds from developers.

22 The total is \$6.24 billion in this TIP and
23 represents an annual increase in more than 12 percent
24 from the previous program. And this increase is spread
25 across all the funding sources.

1 The next slide shows where the money is
2 being targeted.

3 As you can see, the funds are roughly
4 shared between freeways, streets, and transit. Street
5 projects, which include bicycle and pedestrian projects
6 and a share of the safety maintenance projects, have the
7 largest portion. Freeways percentage has actually gone
8 up to 34.3 percent this year. And transit has a slight
9 percentage decrease but a larger amount of funds than the
10 last program. The remaining \$107 million is going to air
11 quality projects, regional studies, and contingencies.

12 The final slide shows where MAG federal
13 funds are being committed. MAG federal funds that are
14 being committed to freeways has dropped from 39 percent
15 of funds down to 37.5. And that's about \$170 million.
16 Street projects alone have increased to 19 percent; ITS
17 projects at 9.5 percent. Transit is next followed by
18 bikes and pedestrians, and the final amounts go to air
19 quality and transportation demand management projects
20 with a remaining four percent being targeted for studies
21 and contingencies.

22 Mr. Chairman, that concludes my
23 presentation.

24 CHAIRMAN CLEVELAND: Thank you, Paul.

25 Item No. 3 this evening is a Draft 2006 MAG

1 Conformity Analysis.

2 Dean Giles.

3 MR. GILES: Thank you, Mr. Chairman.

4 My name is Dean Giles. I'm the Air Quality
5 Planner in the Environmental Programs Division here at
6 MAG.

7 My presentation includes an overview of the
8 conformity requirements and results of the regional
9 emissions analysis on the Draft Fiscal Year 2007 to 2011
10 MAG Transportation Improvement Program and the Regional
11 Transportation Plan 2006 update.

12 Transportation and air quality are linked.
13 The Air Quality Act requires that transportation and
14 activities be consistent or conform to air quality goals
15 in the regional air quality plans. Conformity ensures
16 that transportation activities do not cause violations of
17 federal air quality standards.

18 The motor vehicle emissions budgets -- or
19 in this presentation, I'll refer to as conformity
20 budgets -- are also established in those air quality
21 plans.

22 A finding of conformity is required by MAG
23 prior to approval of the TIP and Regional Transportation
24 Plan. The 2006 MAG conformity analysis was conducted for
25 the TIP and Regional Transportation Plan concludes that

1 the conformity requirements have been met and a finding
2 of conformity is supported. The final determination of
3 the conformity for the TIP and plan is the responsibility
4 of the Federal Highway Administration and Federal Transit
5 Administration.

6 Federal conformity regulations specify four
7 criteria that are required for conformity determination
8 on the TIP and Regional Transportation Plan, and they
9 include that the TIP and RTP or Regional Transportation
10 Plan must pass conformity tests with an emissions budget
11 that has been approved by EPA or interim emissions tests.

12 The latest planning assumptions and
13 emission models are used that are in force at the time
14 the conformity analysis begins. And for this conformity
15 analysis, that date was April 28, 2006.

16 The timely implementation of transportation
17 control measures that are identified in the approved air
18 quality plans are provided for by the TIP and Regional
19 Transportation Plan.

20 And lastly, the consultation was
21 undertaken. Consultation typically occurs at the
22 beginning of the conformity process on how we're going to
23 conduct the regional emissions analysis and also now at
24 the draft conformity analysis stage.

25 The following slides present the regional

1 emissions analysis for carbon monoxide, Eight-Hour Ozone,
2 and PM-10.

3 For carbon monoxide, the required
4 conformity tests uses the EPA approved conformity
5 budgets, established in the carbon monoxide maintenance
6 plan. The projected emissions from the implementation of
7 the TIP and Regional Transportation Plan for analysis
8 year 2009 is less than the 2006 budget; and the projected
9 emissions for each analysis year of 2015, 2016, and 2026
10 are less than the 2015 budget.

11 The results indicate that the TIP and
12 transportation plan satisfy the conformity test for
13 carbon monoxide.

14 For Eight-Hour Ozone, two interim emission
15 conformity tests were applied: The adjusted budget test,
16 using an EPA approved conformity budget, established in
17 the one-hour ozone maintenance plan; and a 2002 baseline
18 emissions test for both volatile organic compounds or
19 VOCs and nitrogen oxide or NOx.

20 This slide and the next contain the
21 projected VOC and NOx emissions from the implementation
22 of the TIP and Regional Transportation Plan for analysis
23 year 2009, and they are less than the 2006 adjusted
24 budgets. And the projected VOC and NOx emissions for
25 each analysis year of 2015, 2016, and 2026 are less than

1 the 2015 adjusted budgets for VOCs and for nitrogen
2 oxide.

3 The next two slides show the interim 2002
4 baseline emissions tests.

5 For each test, the projected VOC and NOx
6 emissions from the implementation of the TIP and Regional
7 Transportation Plan for each analysis year 2009, 2015,
8 2016, and 2026 are less than the 2002 emission levels
9 shown in this chart for volatile organic compounds and
10 then in the next chart for nitrogen oxides.

11 The results indicate that the TIP and
12 transportation plan satisfy both conformity tests for
13 Eight-Hour Ozone.

14 For PM-10, the required conformity tests
15 uses the EPA approved motor vehicle emissions budget
16 established in the Revised MAG 1999 Serious Area
17 Particulate Plan for PM-10. The projected PM-10
18 emissions from the implementation of the TIP and Regional
19 Transportation Plan for each analysis year of 2009, 2015,
20 2016, and 2026 are all less than the 2006 budget. These
21 results indicate that the TIP and Regional Transportation
22 Plan satisfy the conformity tests for PM-10.

23 The TIP and Regional Transportation Plan
24 must also provide timely implementation of transportation
25 control measures in the approved air quality plans.

1 This chart represents the total funding
2 \$1.9 billion as programmed in the TIP for transportation
3 control measures. The TIP and transportation plan do not
4 interfere with timely implementation of transportation
5 control measures, and the approved air quality plans, and
6 priority is given to implementation of these measures.

7 Following today's public hearing, on
8 June 29th the Air Quality Technical Advisory Committee is
9 scheduled to make a recommendation on the conformity
10 analysis.

11 Also on July 12, the MAG Management
12 Committee will make a recommendation.

13 Then on July 26, the MAG Regional Council
14 will make a finding of conformity.

15 Mr. Chairman, that concludes my
16 presentation tonight.

17 CHAIRMAN CLEVELAND: Thank you, Dean.

18 We'll now move to the stage for public
19 comment.

20 So that everyone has an opportunity to
21 speak, we're requesting that you limit your comments to
22 three minutes. The timer is on the podium to assist you
23 in making your presentation. When two minutes have gone
24 by, the yellow light will come on to notify the speaker
25 that they have one minute left to sum up. At the end of

1 the three-minute time period, the red light will come on,
2 followed by a beeping sound.

3 So let's begin with our first citizen.

4 I have one card here. I understand there
5 may be several others in the audience that wish to speak,
6 and we will permit them to speak also.

7 At this time, I have Alford Smith.

8

9 P U B L I C C O M M E N T S

10

11 MR. SMITH: My name is Alford Smith. I
12 preside at 29214 West Wildcat, Maricopa County. My
13 mailing address is in Wittman. That's one of my
14 problems.

15 I am chairman of the Personal Environment
16 Association, and it's not a big problem I speak about,
17 but I wish to speak about the projected road --
18 Whispering Ranch -- running north and joining on
19 Grand Avenue.

20 What people don't know is Whispering Ranch
21 is located just east of the Toyota test area and runs
22 west. And the Canamex Highway will be only one mile from
23 Whispering Ranch.

24 What I want to address is the people at
25 Whispering Ranch have approximately 30 sections of land,

1 and it's a real growing area out there. It's like a
2 stepchild of Maricopa County because all the addresses
3 show either Wittman or Wickenburg. And this projected
4 freeway running from the city of Buckeye north, which
5 goes to Whispering Ranch -- no one out there has ever
6 been contacted in any way, form, or fashion about what
7 goes through there.

8 In Douglas Ranch, it's quite a few years
9 before the projected building, but the draft plan shows
10 the freeway running -- leaving what they call the
11 Douglas Ranch area -- running through Whispering Ranch
12 north. The 30 sections of land is approximately 99
13 percent five-acre parcels, and people want to keep it
14 that way. And we don't want a freeway pass to go
15 through.

16 We want to be consulted. Like I say, we're
17 almost like a stepchild. Nobody knows about us. We just
18 want to be heard.

19 We've had problems like this before. And
20 it's as if all the area planners and everything -- All
21 the knowledge stops at the northern edge of Buckeye.

22 At a minimum, there is over 500 families
23 that live out there and probably quite a few more living
24 out there right now. But Douglas Ranch is not even
25 projected to be built for another 10, 20 years. This is

1 an area where people are already living. And they're not
2 being consulted at all about a freeway going through
3 their lands, and we want to keep it as R-190.

4 Thank you.

5 CHAIRMAN CLEVELAND: Thank you, Mr. Smith.
6 Who else would like to speak?

7 Yes, sir.

8 MR. ROCHELLE: I don't know -- I don't know
9 if this is within the realm of the meeting tonight.

10 CHAIRMAN CLEVELAND: Could you go ahead and
11 identify yourself first?

12 MR. ROCHELLE: I am Marvin Rochelle, a
13 resident of the valley since 1944 and vitally concerned
14 about transportation since 1970 when I got out of the
15 Navy.

16 CHAIRMAN CLEVELAND: And your current
17 address?

18 MR. ROCHELLE: My current address is
19 10250 West Oregon Avenue -- like the state -- Glendale,
20 85307 even though my property lies in Phoenix.

21 My problem is transportation in general.
22 My problem is roads in general.

23 There are two things that I would like to
24 talk on if they're within the realm of tonight's meeting.
25 One is the Regional Transit Authority for Dial A Ride for

1 ADA and senior citizens and the second is for talking to
2 and about ADOT for the highways in the general area.

3 Are either one of those subjects that we
4 can talk about this evening?

5 CHAIRMAN CLEVELAND: Both subjects are open
6 for discussion.

7 MR. ROCHELLE: Thank you.

8 First, I'll talk about the Regional Transit
9 Authority, which has been a dream of mine for 20 years.

10 I've traveled all over the United States
11 seeing different transportation systems, different
12 handicap systems, whatever you want to call them, in the
13 United States.

14 And what I'm finding is wherever they have
15 a regional system such as in Portland, Oregon and
16 Louisville, Kentucky and Atlanta -- The systems work
17 very, very well. And it saves an awful lot of money and
18 time not only for the passengers but for the cities that
19 are doing it.

20 Louisville is one area that brings to mind.
21 They have three different sections in two different
22 states. All work from one regional dispatch system even
23 though there are three different Dial A Ride systems, one
24 regional, so that if I wanted to go from 103rd Avenue and
25 Camelback where I live to Chandler or Mesa, I can take

1 one van and not do four changes and take five hours to
2 get there.

3 CHAIRMAN CLEVELAND: You want to touch on
4 the second item?

5 MR. ROCHELLE: The second item is the
6 roads.

7 I have suggested way, way back when to ADOT
8 and others that we need to double deck I-17. They
9 laughed at me in '97 and 2001 or 2002.

10 They said: By God, he was right.

11 They're projecting it to run to Dunlap.
12 That would be a disaster. It needs to run out to
13 Happy Valley Road; otherwise, the congestion will be even
14 worse than without it.

15 In addition, I'm trying to find out if the
16 101 on the west side is supposed to go through the
17 mountains and not go down to 51st Avenue and lower places
18 like that.

19 The third is we need to take Buckeye Road
20 and make it just like Grand Avenue so that we can have an
21 even flow from Buckeye with 310,000 new homes scheduled
22 and allow the flow to stay off of I-10 as much as
23 possible.

24 Thank you.

25 CHAIRMAN CLEVELAND: Thank you, Marvin.

1 Anyone else wish to comment?

2 Yes, sir.

3 MR. SCHMIDT: Hi. My name is Marc Schmidt.
4 My address is 3202 West Muriel Drive in Phoenix.

5 And the issue that I'm concerned about is
6 I'm hearing the funding level is increasing, and that's
7 fortunate that we are in a situation that that can be
8 done.

9 But what's highly unfortunate is that the
10 decision was made in spite of that to reduce the amount
11 of funding that transit is getting. This compounded
12 with -- I'm hearing no talk that any of the funds for
13 transit is going to Dial A Ride when there are an
14 increasing number of people in this valley who are
15 disabled because of the large influx of elderly and for
16 other reasons, but the demographics prove it.

17 There are an increasing number of people
18 who cannot use the fixed route bus system and need to
19 rely on Dial A Ride. The demand upon it is growing far
20 faster than the transit 2000 funds can grant it.

21 And under Proposition 400, the trip faxed
22 sheet that the voters were able to receive said that
23 Dial A Ride service would triple under Proposition 400.

24 Why the decision was made not to do that, I
25 do not understand. Why the decision is being made to

1 cut -- to reduce -- the funding on transit when that
2 really is a far more efficient means of reducing
3 pollution than widening a freeway, I also don't
4 understand.

5 Thank you, sir.

6 CHAIRMAN CLEVELAND: Thank you,
7 Mr. Schmidt.

8 Any other comments from the audience?

9 Yes. If you'll come up to the speaker
10 please -- the podium.

11 Marvin, you can speak from where you are.

12 MR. ROCHELLE: I didn't fill out a card.

13 CHAIRMAN CLEVELAND: That's quite all
14 right. Just name and address would be helpful.

15 MS. JENKINS: My name is Victress Jenkins;
16 and I reside at 2524 North 22nd Drive here in Phoenix,
17 85009.

18 My concern is for a lot of the people who
19 cannot use the buses or possibly when the light rail
20 comes in not knowing how fast one has to move into that
21 vehicle.

22 I think that the Dial A Ride services and
23 Reserve A Ride services should be funded properly for
24 those persons who cannot get around. I know many people
25 who take advantage of those. And quite truthfully, you

1 know, who knows? Someday I may have to do it or one of
2 my other neighbors.

3 But I think it's very important that when
4 you sign up to do something that you keep up that end of
5 the deal.

6 Thank you.

7 CHAIRMAN CLEVELAND: Thank you, ma'am.

8 Marvin, I'm going to hold you until
9 everybody else has had ample opportunity to speak.

10 MR. ROCHELLE: Cool.

11 CHAIRMAN CLEVELAND: Anyone else?

12 This is your opportunity to speak three
13 minutes.

14 Anyone?

15 Okay. Marvin, I'll give you two minutes.

16 MR. ROCHELLE: Okay. Real fast.

17 Dial A Ride since 2001 here in the city of
18 Phoenix has increased from about 540 ADA calls a day to
19 over 1250 a day. The site of this schedule has increased
20 in a bigger amount of percentage than any of the others.

21 We desperately need more funding for
22 man-hours to hire drivers to run the vehicles. We've got
23 eight extra vehicles and not enough man-hours to cover
24 them. That is deplorable. And we appreciate anything
25 that MAG can do to allow this to change for the benefit

1 of the community.

2 We are 3.7 million people now; and by the
3 year 2020 from projections, we're going to be over six
4 million with the center of the metroplex being in Peoria
5 at the mall.

6 So please take this into consideration at
7 future meetings and help the people who have lived here
8 for years.

9 Thank you.

10 CHAIRMAN CLEVELAND: Thank you for your
11 comments.

12 One last chance for anyone in the audience
13 that would like to speak.

14 Okay. I'm going to call on Dennis Smith to
15 share some additional information.

16 MR. SMITH: Mr. Chairman, just to notify
17 the group, we have one of our staff members transcribing
18 comments upstairs from Mr. Blue Crowley, and those will
19 be provided to the person that's making the record of
20 this meeting.

21 CHAIRMAN CLEVELAND: Thank you very much.

22 I guess at this time it is -- Thank you all
23 for spending your time and coming and providing us with
24 your input.

25 Your comments will be included in the

1 official record and made part of the decision-making
2 process.

3 Thanks again. And we hope to see you at
4 the next hearing.

5 And if you have an opportunity, there's
6 staff here that might be able to address any of the
7 comments if they so desire.

8 Thank you. This meeting is adjourned.

9 (The proceedings concluded at 5:41 p.m.)

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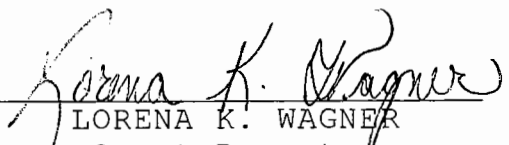
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1 STATE OF ARIZONA)
2) ss.
3 COUNTY OF MARICOPA)
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6

7 I HEREBY CERTIFY that the foregoing was
8 taken before me, LORENA K. WAGNER; that all proceedings
9 had upon the taking of said hearing were taken down by me
10 on a stenograph machine and thereafter reduced to writing
11 by me; and that the foregoing 29 pages contain a full,
12 true, and correct transcript of said record, all done to
13 the best of my skill and ability.
14

15 WITNESS my hand this 22nd day of June,
16 2006.
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19

20 
21 LORENA K. WAGNER
22 Court Reporter
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24
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